NEWS FROM HAVANA AND MEXICO.

The British line-of-battle ship Powerful and H. M. seamship Buzzard arrived in the port of Havans on the The British brigs-of-war Daring and Arab left on a cruise the same day.

The total profits of the royal lottery for the year 1850 are settmated at \$1,098,623 6% reals. General Concha was not expected to return to Havans

Francisco Horn, one of the oldest and most respecte

serchants of the island, died suddenly, on the 27th et

render himself for trial, on a charge of assassinating Don Bomingo Miranda. eneficial effect on the growing canes. The sugar market

was rather depressed. There had been a grand reception at Mr. Crawford's, of Mavana, to which all the British officers in port were in-wited. Some of them got intexteated, and insulted two Philadelphia ladies. An apology was tendered next day, and the affair was amicably arranged.

By way of Havana we learn that Puebla was besieged by seven thousand government troops, and was expected seen to surrender. The road to Mexico was unsafe for

OUR BAVANA CORRESPONDENCE.

HAVANA, March 9, 1856.
ments of the English and Prench Versels of War-

Commercial News, de.
The arrival of the Northern Light and her imp arture induce me to drop you a line, although it is sion day, and all the fashion of our city is either in reets or at church, for the object of confession and

emission of their sins.

H. B. M. ship Powerful, Marcy, commander, is still ha port. One French brig-of war lies under the guns of the Powerful—the Orestes, or something else. They are the Powerful—the Orestes, or something else. They are out and in so frequently that it consumes too much of my valuable time to keep the soore with accuracy. The British steamship flee arrived this morning, with passengers and correspondence—the first I have not seen, and the last is not yet distributed. Matters at Vera Crux were not supposed to be permanently composed. The American steamship Philadelphia, McGowan, from Ashinwall, also arrives to-day. To get up with her time and resume connection with the Pacific steamers, she is to have on return to-morrow morning, with the passengers brought by the Granada from New Orleans Tith instant. Many passengers are trunk packing or sight-eseing to-day, precaratory for movement via New Orleans. Mr. Hubble and party, of Boston; Mr. Dixwell, of New York, Smom the Hotel Cubano; Gen. Bayly, for Charleston, from Wolcott's; and Mr. J. J. O'Brien, of New York, for San Francisce, are at the Cabano; and many others scattered about not known to me.

Our health is good, and the weather comfortable.

Freights brick, at some innovement, and sugars are being shipped for the United States markets.

Exchange—New York, &c., 43c., to 5c. discount; Loucen, 63c. to 7c. premtum; New Orleans short sight, 1:

INTERESTING PROM MEXICO. BEPORTED DEATH OF HALL TAMIREZ-GRADUAL CONSOLIDATION OF COMO PORT'S GOVERNMENT— STOPPAGE OF THE DESPARCHES OF THE AMERICAN MINISTER—VADAURRI'S OPERATIONS IN THE NORTH

THE CRURCH SETTING AN EXAMPLE OF MODE RATION.
OUR VERA CRUZ CORRESPONDENCE. VERA CRUZ, Feb. 25, 1856.

Since I last wrote to you from this place matters have very much improved for Comontort. Indeed, I begin to think his government may become "permanently estab Bahed," which means in this country that it may endure for six months. But quien sabe? They do say, however, that the Haro-Uragua Guitian-Zacapoastla revolution i Exceled into a cocked hat, and there are even mysteri

Received into a cocked hat, and there are even mysterious hints that Haro died "suddenly" the other day in Peebla.

You may imagine the state of the country when I tell you we have had advices through from the capital but once in ten days, which was per express from French Legation. The expresses from the American Mislater have all been detained by Haro & Co. But those sent by the "Allies" (who are favorable so the conservative reaction are all permitted to pass. Affidavits to these tacs have been sent to Washington. Is not this "the rude hand of power," or something rastly like it?

There have been a number of arrests here arising out of the developments made during the trial of the parties engaged in the late shindy. On til, that nine of the "patriots" who dired upon the sown have been condemned to death, but that the chief instigator of the already will secape capital punishment on some legal quibble—such, I celieve as his having been a prisoner at the time and having therefore the natural right to "pronounce" for the purpose of recovering his freedom.

Pretty liberal idea this. Wonder if the "institution" was handed down from the Dons of olden time, or is its shoppy a modern Mexican improvement?

OUR MATAMOBOS CORRESPONDENCE. OUR MATAMOROS CORRESPONDENCE.

Military Operations in the North-Vidaurri About to ince on San Luis-Praiseworthy Conduct of the Bishop of Monterey-The Principle of Non-Intercention in Political Affairs Proclaimed by Him-Annexation of the State of Coahuila to that of Nuevo Leon-Project of a New Political League for the Support of Liberal Insti-

turned from Monterey on the 15th instant, and matters were so arranged with Governor Vidaurri as to secure unity of action in case the forces on the line should again have to take the field. The General Commanding in Chief of the Army or the

North has already sent forces into the intorior, and will in a few days advance himself, with some four thousand man, and county San Luis with the other forces already detailed for that place.

The revolutionists in this State have all been disposed, and the traitor Uraga was thus deprired of a retracting point, after he was defeated by General Ghilardi. From Tampico, Governor Garza has also detached some farces on San Luis, and at the latter place they will join those of Nuevo Leon.

The Bakes of Linkson of Linkson of Landson of Lan

Tampico, Governor Garza has also detached some forces on San Luis, and at the latter place they will join those of Suevo Leon.

The Bishop of Linares—commonly called of Montersy—has addressed a circular to the curates and other of the eiergy in his diocese, admonishing them not to interfere in any way with the politics of the country, and orders them not to even speak in a disrespectful manner of the government or any of the functionaries in the country. He threatens to punish with severity all who may violate these orders. The decument betrays much christian faeling, and is consequently much applauded.

Governor Vidaurri has published a decree annexing the State of Coahulla to that of Nuevo Leon, and alleges in support of the measure that it has been petitioned for by all the tiniabitants in the former State, excepting those of Saltino and Ramos Arizpe. The new State homesforth is to be known under the name and style of the "State of Nuevo Leon and Coahulla."

Governor Vidaurri has opened a sorrespondence for carrying into effect the coalition of the States of Tamaufings, Nuevo Leon, Coahulla, Zacatezas, San Luis, Durango, Chihuahus, Sonora and Sianioa. Its avowed object is to uphold the liberat institutions in Mexico, an may possibly change the entire policy of the general government as respects this frontier. The men at the front of it are all new, and anxious to restore peace and tranquility to this distracted country, notwithatanding the efforts the contrary on the part of so many persons in the interior of Mexico.

The new tariff, as published by the general government, has been received here, and is very far from belog estimated the people on this frontier. We are daily becoming more and more convince that the horostopic of the people on this frontier. We are daily the efforts the contrary on the part of so many persons in the interior, and self preservation will at last force us to adopted facts such measures as will secure our prosperity. Not a word of local news on the lower field frame, and the peopl

THE CINCINNATI FUGITIVE SLAVES—THE REQUISITION.—We stated the other day that Governor Chase had made a requisition upon Governor Morehead, of Kentucky, for the return of the slave woman who killed her child within the boundaries of Okio, but who under the decision of the United States District Court, had been remanded back into slavery. The party who was commissioned by Governor Chase to proceed to Frankfor, the capital of our neighboring State, and make the requisition upon Governor Morehead, returned to this city yesterday without having accomplished their purpose. They reached Frankfor to Thursday evaning, and had an interview with Governor Morehead, and piaced in his hands the official papers reliating to the case with whitout they were entrussed. The Governor told them that he would examine them and give his answer on the marrow. On Friday morning he granted the request of the executive of Ohio for the return of the woman, who had been indiced by the Grand Jury of this county for the marder of her child. Thus provided, the parties proceeded to Louisville, having ascertained at Frankfort that she had been taken there the evening previous for the purpose of being transported to Arkaness. She was accompanied by her other child, and the slave pursons belonging to Mr. Gaines, who had made their escape and who were arrested and examined in this city with her, Upon arriving at Louisville very little information could be obtained respecting the parties manued. It was, however, ascertained of that they had been shipped that morning on board the Henry Levis, and ticketed through to cainesport, Arkanesa. She was, therefore, out of the reach of the warrant of Governor Morehead, and could not be brought back. And now another act in this strange, sad and melancholy drama has to be reliated. The canner Heavy Lewis, on board of which these slave persons were placed, was run into by another teamer some miles below Louisville sand wrecked, and the remaining child of this woman was drowned; all the others, we believe, were s THE CINCINNATI FUGITIVE SLAVES-THE REQUI

OVSTER LAW IN BALTIMORE.—An ordinance was Overes Law in Baltimore.—An ordinance was passed yesterday by both branches of the Cry Council which enacts that it shall not be lawful for any person or persons to bring into the city, purchase or self any oyners in the shell, or in any other way except pickled, spiced or hermetically scaled, between the first day of June and the fitteenth day of September in each and every year, under a penalty of twenty dollars for each and every year, under a penalty of twenty dollars for each and every year, under a penalty of twenty dollars for each the balance to be paid into the did not the informer. The ordinance makes some difference in the trade in cynters. It my awaits the signature of the Mayor to become effective.—Baltimore Sen, Maria II.

The Wreck of the American Bark Julie Ann.

INTERESTING NABRATIVE BY CAPTAIN POND-SAIL-NTERESTING MARRATIVE BY CAPTAIN POND—SAILING PEON STORMY—UNPILEASANT WEATHER—A
VIGILANT WATCH—STRIKING ON THE CORAL
REEF—THE SCENE ON BOARD—SAVING OF THE
PROPLE—FIVE SWENT OFF—THE VERSEL GONE TO
PIECES—WART OF FOOD AND WATER—LANDING
ON AN ISLAND—MANAGEMENT OF THE COMMISARIAT—WORKING AT A BOAT FOR BECAPE—DISAPPOINTMENT—LAUNCH AND LANDING AT BORA
BORA—VOYAGE TO TAINTI AND FINAL SAPETY OF
THE PASSENGERS—CAPTAIN POND AT CALLAG. THE PASSENGERS-CAPTAIN POND AT CALLAD. american bark Julia Ann, from the pen of Captain Poud, her commander, is contained in a letter addressed to his father, Doctor James O. Pond, of this city. It will be found to contain all the melancholy incidents attending the catastrophs, which have been carefully noted and

LINA, PRRU, Feb. 9, 1856. Doubtless ere this you have experienced very great anxiety at the non-arrival of the Julia Ann, and I am happy to be enabled, by the mercy of God, to relieve

your apprehension.

We sailed from Sydney on Friday, the 7th of September last, with fifty-six souls on board, men, women and chil dren. The day seemed very unpropitious and gloomy, and before our anchor was weighed it commenced blowing and raining, and in getting out of the harbor we met with very many annoying accidents.

The first two weeks at sea were altogether exceedingly uppleasant, head winds, accompanied with much rain. We, however, entered the southeast trades, and every-thing again brightened, promising a speedy and pleasant

out for low land all day, and carried a press of sail in order loget up and pass certain dangerons islands before night. At sundown no land could be seen from the royal yard, and I judged myself at least thirty miles past them (and after my arrival at Bora Bora I find that I was correct). However, in compliance with my usual custom of precaution when in the vicinity of reefs or slands, at 8 o'clock I charged Captain Coffin to have

good lookout kept, and went below to get some rest. I had been in the cabin not over half an hour, when the alarming cry of "Hard down the helm !" was heard. I sprang to my feet, but my heart failed me, as I was nearly thrown upon the floor of the cobin by the violent striking of the ship, and before I could reach the dock she was thursping hard.
On deck the scene was terrific. It was blowing a trade

gale, a high sea was running, the vessel was in the breakers of a coral reef, and no land in sight. I isstantly saw there was no hope for the ship, and very

breakers of a coral reef, and no land in sight. I instantly saw there was no hope for the ship, and very little for the lives of those on board. I, however, kept sail on the vessel, to force her as high up as possible on the reef, and then cut away the masts to relieve har from the immense strain.

And now the lives of those on board were my first care, and the prospect was gloomy enough, I assure you. The sea was making a complete breach over the ship. She had alien on her beamends seaward, and the atom ed to break up instantly. There was no land in sight, and not a dry rock visible upos the reef. One of our quarter boats was alove when she first struck. I endeavored to secure cur only remaining boat, but it soon broke adrift from the davits and plunged headings into the sea. The second trate and three or four of the sailors nobly plunged after her. The beat was stove and turned ho tom up, and they were all thrown upon the reef tegether, Mr. Owens, the second officer, very badly injured and disabled from further exertions.

In ow called for a volunter to attempt to reach the reet by swimming with a small like. One of the sailors instatily stripped; the log line was attached to his body, and he succeeded in swimming to the reef under the lee formed by the vessel. By this means a larger line was haded to the reef and made last to the rocks. A small one for a bauling line was also rore, and I commenced the arduces take of placing the women and calliders upon the reef. A sailor in a sling upon the rope took a woman or a child in his arms, and was hauled to the reef and made last to the rocks. A small one for a bauling line was also rore, and I commenced the arduces take of placing the women and calliders upon the rope.

In the meantime, the vessel was laboring and thumping in a most fearful manner, and is was amout imposible to chrig to the fron railing upon the quarter deck. One or two persons had already been hurled far seaward by the awful throes of the ship. The passengers were called to most fear of manner, a

rervient to my orders. But the scene rapidly drew to a crisis.

The vessel had fallen off the reef to more than double her distance; the repe attached to the rocus was attached to the third time; the crew were all on the reef, excepting the erst officer and myssif; and after repeated efforts to join us, the attempt was abandoned. At every surge of the real expected the vessel would turn bottom up; two large families still remained on her, with Captain Offin and myself; five had been drowned (two washed off the ceck, and three out of the cabun); the sea had broicen in the forward part, and it was with the utmost difficulty that any one could keep from being washed away. I urged these remaining to try and get to the reef on the rope before it parted—it was a desperate, but only, chance for life. The women and children could not, and the men shrunk back from the yawning gulf as from certain death. Captain Collin and I determined to take it, however. We threw ourselves upon the rope. The wessel broke in two-for unstelly, as if proved—belogs we reashed the test, and the lives of those on board were in consequence most providentially saved.

When the broke it to the carron (of coal) must have

quence most providentially saved.

When she broke in two the cargo (of coal) must have slid out, and the stern, relieved from the pressure of the cargo, and fore part barging seward, righted, and was thrown high up on the reet, and the remaining passenters are in the cargo, and the remaining passenters are in the cargo of the carg

cargo, and fore part berging seaward, righted, and was thrown high up on the neef, and the remaining passengers easily escaped on floating spars.

Our situation on the reef can be better imagined than described. It was about eleven o'clock at night ween all were landed; we were up to our waists in water, and the tide rising. Seated upon spars and broken pieces of the wreck, we patiently awaited the momentous inture. Wrapped in a wet blanker picked up among the floating spars, I seated myself in the boot, the water reaching to my arm-pits; my legs and arms were badly cut and brussed by the coral. Thugh death threatened ere morning's dawn, exhausted nature could bear up no lorger, and I slept soundly. "I was near morning when I swike. The moon was up and shed her faint light ever the dirmal scene; the sullen roar of the breakers sent an additional chill through my already beaumbed frame. The bell at the wheel with every surge of the sea, still tolled a knell to the departed, and naught else but the wailings of a bereaved mother broke the stillness of the night, or indicated life among that throug of human automats; during the long hours of that wear night the irra had entered their souls, and the awful solemnity of their rituation was brooded over in silence.

At morning's dawn low islands were discrived, distant about ten miles. Again all was activity. I immediately set about patching up the bat, which others collected spars and drift stuff to form a ration which to place the women and children. A little after surrise i started for the land, though our bust would scarcely disast.

The first is and on which we landed presented a very

float.

The first is and on which we lauded presented a very barren appearance. It was sovered with the bandans tree; bires seemed pleniful and very tame; but after a diligent search, no water, fruit or vegetables could be found.

diligent search, no water, fruit or vegetables could be found.

We proceeded to another, and nothing but disappoint ment awaited us; water was madly sought for in valu; and late in the afternoon we returned, cisappointed and unsuccessful, to our companisms on the rost.

I placed the women and children in the boat, and sent them in charge of Captain Coffin to the land, while the rest of us remained on the reef, for the second night A small raft had been formed, but not large enough for all to sit upon. Gray hairs plentifully sprinkled upon my head attest the misery of these two nights spent upon that coral reef.

rest of us remanded on the reet, for the second night. A small rait had been formed, but not large enough for all to sit upon. Gray hairs plentifully sprinkled upon my head attest the misery of these two nights spent upon that conal reet.

Early on the morning of the second day Capt. Coffin returned to us with the boat an II immediately dispatched him again in search of water, for the want of which we were rearly tamishing; while the rest of us commenced in earnest preparing a couple of raits, on which we placed what provisions and clothing could be collected. We pleased up several bags of flour, a barrel of bread, some beans and peas, and about ten oldek made an attempt to reach the island by wading along the reef, our raits in tow, the old and helpless men (of whom there were several) being placed upon them. Energy, perseverance, and, above all, necessity, can accomplish almost impossibilities, and we were successful. Most of the distance the water was deep; one place, for over a mile, it took us to our necks—the shorter men being compelled to ellig to the raifs. Large numbers of sharks followed in our wake—at one time I counted over twenty—and not unfrequently we were compelled to seek safety from them upon the raits. Several deep inlets had to be crossed, when our best swimmers were called into requisition. In one of these attempts I nearly lost two of my best men. Late in the allernoon we reached the island, completely exhausted, and our hearts swelled with gratitude as we were conducted by the children to some holes day in the coral sand on the beach, where they had found formable water. We had been forty-eight hours in the saft water—two days expect to the rays of a tropical san, without food or driak. The history of the two months spent by us on this decolate island in the South Pacific would be replete with interest, but the limits of this letter will not a finit of my entering into minute details. My adventures there would form the one on which we had located disposured a graving of children, should f

stock, and equally divided among each mess every morning, and we gradually became scout-flot to our and fate. Five we ha all er our unfortunates wreck our hast was ready. The thought of lausshing forth upon the treacherons see in so first a thing was despired, but we have no chickee been so first as thing was despired, but we have no chickee been self-long captivity upon that cased by the description of the crew for assistance. Capt. Coffin objected to go in the beat, said he was an all man, and prepared to die where he was, and the crew likewise refused to go without me, but wo lunteered to a man to follow my lead.

The nearest inhabited islands were the Society group, some 500 to 500 miles dead to windward of us. Fromore than five weeks it had been blowing a steady tradegale from the seast, and I releatestly absoring a steady tradegale from the seast, and I releatestly absoring a steady tradegale from the seast, and I releatestly absoring a steady tradegale from the seast, and if releatestly absoring of the world of the seast which had been blowing a steady tradegale from the seast, and of releatestly absorbed to sever descriptions of the seast which had been polesced, owing to the want of a suitable boat, but the existence of which had never given me any unsealment; and you may judge of our dismay, was, after two days' diligent search, no opening oculat ce found, and the fact that we were imprisoned in a circle of angry breaken became apparent. Group despits seemed to fill every breast, those most active and center search of the seast think of the seast the seast the seast had four properts and filled for the seast the seast the seast which had been seast the seast

but it was the first westerly wind we had had since our restence on that island, and I gave the order for our departure.

You understand our situation; we were on a chain of small, low islands, entirely aurrounded by a coral rest and aegry breakers, enclosing a beautiful lagoon, perhaps ten miles aerosa; at low water we could pass from the island to another by wading. Every man, wo man and boy capable of service started on foot, while the crew pulled the bost, with the water and provisions, a ross the lagoon to the place relected to try the reaf, distant about eight milles. The boat was carried over the land some 200 yards and placed in the breakers, where she was held securely by the united strength of fifteen or twenty men, while her water and provisions were stored, her crew at their stations, and at the word we were sately launched once more upon the open swa; and now, light or day, rain or shine, wind or calm, the cars were piled without cessation, and on the fourth day from our departors we landed safely on the island of Bora Bora.

Providence seemed to have interfered directive nourbehalt, for this was the only time in over eight weeks since our wreck that we could have succeeded in getting to windward, and on the very day of our arrival the regular trace wind ngain set in and blew strong from the cast.

At Bora Bora there were no white inhabitants. The

regular trace wind again set in and blew strong from the cast.

At Bora Bora there were no white inhabitants. The Ring was on a visit to a neighboring island, and the natures at first looked on us with much suspition, taking us for pirates. I, however engaged passage for myselt. Mr. Owens and one man, in a small native schooner, expecting to sail the following day for Tahiti, and despatch of the balance of my crew in the boat o the neighboring island of Ris is, with a tetter to the British Consulthers being no American Consul nearer than Tahiti.

That night the captain of the Tahiti bound schooner—I suppose afraid to receive us on board—got under way and went over to Mopita, to report us to the King, leaving me in a very bad "fix" again—no boat and no means of leaving the Island; but it would require a volume to give you the details of my adventures, annoyances and troubles; and doubless I have already werned you my

leaving the Island; but it would require a volume to give you the details of my adventures, annoyances and troubles; and doubtless I have already wearied you notice, and will there'ore briefly add that the Bither Concul, on receiving my latter, immediately despate as express over to Capt Latham, of the schooner Emma Packer, at the neighboring Island of Husines, who get uncer way without delay, called at Bors Bors, took me on board, proceeded to Schly Island, rescued the passengers, and carried us in safety to Fabiti.

My troubles did not cease bere. Picked off a rock, without a shirt to my back, I found myself detained by the French government, at the instance of the Bitish Consul, with the unreasonable demand to forward my passengers to California.

Censul, with the unreasonable demand to forward my passengers to California.

A sargity correspondence ensued.

As an American citizen, I demanded a permit to leave the island, and after much vexation and delay I succeeded, just in time to get a passage in the French soip Africaine to Caliso, which vesses was under way when thousand the control of t

LETTER ADDRESSED BY CAPTAIN POND TO THE UNITED STATES CONSUL AT TAHIFI.
When Captain Pond arrived at Tahiti the United State

Consul assured him that his obligations towards his pas-rengers were dissolved by the entire loss of his vessel. However, on the representation of the British Conval, Mr. Kelly soon changed his mind, and insisted that the captain should—although in want of money, clothes. credit and friends—take his passengers on to California On this view of the case, he was actually detained a pri soner on the island for some time, and it was only at th latest moment that he was nermitted to go on board the French ship Africaine, bound to Callao, although he ha fully discharged his duty, by offering to charter the Finica Packer for the purpose of taking the people to California. His bond for the charter charge was, however, refused, and it was absolutery impossible he could do that which the British Consul so pertinadously insist-

The captain addressed Mr. Kelly thus:-

of that which the British Consul so pertinatiously instated on.

The captain addressed Mr. Kelly thus:—

PAPERTA, Tahiti, Dec. 25, 1819.

To H. Kelly, Feq., Consul of United States of America:—
The American bark Julia Ann, from Sidney, bound to San Francisco, was totally lost on the 3d of October last, on a rect off Scully Island, and five persons drowned. The remainder of the passengers and crew escaped to the adjoining Island in a most destitate condition. After remaining on the island seven weeks, I repaired the ship's boat, and started for this group with nine of my cree, and succeed in reaching Bors Bors four days after my departure from Scilly Island.

The British Consul at Ristan, hearing of the disaster and the deporable state of the passengers and crew, immediately despatched an express to Captain Latham. of the schoner huma Facter, lying in Huai ea, who started without delay to their relief. He called at Bors Bora and took me on board, thence processed to scilly island. rescend the passengers and crew, and brought them in asiety to this port.

On the 12st mat, the captain of the French stip Africance kindly tendered to me a free passage in his vessel, I immedifiely applied to you for information whether it was necessary to notify the French government of my invested departure. You assured me that in my case they would waive such formality, I being a stranger to the customs of this port.

Having full condidence in your knowledge, and the position occupies, by you as representative of my count y, I anticipated in on interference from the authorities, but bused myself with necessary preparations for my departure and you may judge of my astenishment on oeting informed by government officials to day that I could not be permitted to leave this Island.

Sir, I was brought here a passenger on board the Emmi. Packer, shipwrenced and in distress. The diothes on my back were a loan from Capt. I stham. My sain easy and good, amounting to some fifteen thousand dollars, were torally lost on Scilly reef. I have no f

PROTEST OF CAPTAIN POND.

Capt. Fond filed the following protest with the Ameri

Capt. Pond filed the following protest with the American Consul at Papeets, Tahiti:—

TAHITI, Dec. 26, 1855.

WM. H. KMLEV, ESC., CONSUL U. S. A.:—

Being infermed by you that the British Consul in this place has procested to the French government against my departure from this island, and that is consequence the Governor has refused me permission to leave, and knowing no law or authority by which the British or French governments can forcibly detain an American citizen from his own native country—no charge of any kind, either criminal or civil, being mode against him—I herey exter my procest against the British Consul, officially and personally, for my forcible detention, and shall hold them responsible for all damage or loss that may accrue to me from such detention, reserving to myself the right of or Zewoling this protest at some future time. Very respectfully,

B. F. POND.

Captain Pend returns his warmest thanks to the com-

Captain Pend returns his warmest thanks to the com mander of the Africaine for his kind attention and gen tiemanly treatment of him when on board his ship, well as for a free passage to Callso.

RIO DE JANEERO, Dec. 18, 1855. Movements of American Shipping—Want of an American Burial Ground at Rio—Commercial News, &c., &c. The United States brig Germantown has arrived in our port, after a long cruise, and is quite a favorite with ns, as is also the Bainbridge, which is now down at the

Mr. Norris, a son of Capt. Norris, of Baltimore, died of fever on the 9th of this month. Heratofore foreigners who have died in this port have always been buried in the English burial ground at Gamboa, one of the most picturesque spots in the world. But this government have now alloted a place where all foreigners are to be buried, and no one for the future will be buried in the English ground, except the English. This has created a sensation among the Americans here, and our government at Washington is justly censured for not endeavoring to previde proper burial places for Americans. We have here, it is true, but few residents, but we have a large quantity of shipping coestantly in this port, and generally over fifteen hundred American sailors. Toose who die here are sent to such places as the authorities dictate, and are obliged to take such coffins as the authorities of the Misery Records have a mind to give us, and pay a heavy tax even on those. Capt. Norris and others tool me that they wished to get a ceffin from the English sexton, which privilege was denied them, and they were informed that if they attempted to bury the decased person in an English feofin, orders would be issued to take the remains out of the e-fin and place them in one from the Misery Records. This turest, I am certain, would not be sanctioned by the Braziliun authorities; sut it will do to frighten strargers who are not octorerant with the language and customs of the country. During the mount of November there were 77,658 bags: Boston, 2 967, California, 2,831; Charleston, 2,454 Mobile, 3,626; New Orleans, 35,950; New York, 7,300. Philadelphia, 9,730. Price paid for those low of November were from #1700 to 4 1900 ries per aroba, say \$1.50 per aroba of \$2 lost; and at the same price 60,766 bags of office has been despatenced during this mount for the United States:—Baltimore, 16,200; New Orleans, 31,239; Philadelphia, 13,317 bags. About 40,000 bags exist in first hanes, at this date.

Flour—There is in first hands, 52,247 barrels; second hands, 20,304; total, 72,611 barrels.

Last sales Gallego, 27,1000 ries; poorest branda, 19,000 a 20,000.

Flour must always be low in this market when there exist the English burial ground at Gamboa, one of the most picturesque spots in the world. But this government

Rio DE JANEIRO, Dec. 22, 1855. Ravages of the Cholera-Its Depressing Influence on the Trade of the Lucrior—The New Brazilian Minister to Wish ington—Madame Charton's Benefit—The Empress of Bra zil—Her Amiable Character and Extensive Charities.

The cholera has, up to tals date, proved fatal to 3,90 persons in this city, mostly slaves and poor people Many of the whites who have been carried off suffered more or less from constitutional complaints, before the were attacked. But the blacks—stout, athletic and per were attacked. But the blacks—stout, athletic and per-fect specimens of health and fine figures—were attacked and brought to the grave in a few hours. But thanks to the Almigaty, this epidemic has now nearly left us, and Rio may be sain at present to see very healthy. In the interior, at the mines and in the province of Rio Grande, the most southern province of Brach, the epidemic is rag ing with fatal violence. Teads is naturally, to some de-gree, affected by the prevalence of this scourge in the in-tentor.

ing with fatal violence. Trade is naturally, to some degree, affected by the prevalence of this soourge in the interior.

Washington city will soon be shortly visited by his Excellency Senor Jose Maria de Awarab, who has been appointed by this Imperial government as Minister Plento tentiary to the United States, in the place of Don Frau clace ignacio de Carvaino Moreira, who goes to London, being removed to that Court.

Beiew you will find one, out of a number of poetical effusions, composed on the occasion of the briefit of Madame Arsene Charton, the prima doman assolute of the Theatre Lytico Flummense of this city, which took place on the 18th of this month.

The following is the postical tribute to Medame Charton, to which I have referred above.—

MME CHARTON, FRIMO SUFANO ASSOLUTO, DEL LINGO TRATEO FLUMINENCE, IN OCCASIONE DEL SUG BENEFICIO.

FLUMINENSE, IN OCCASIONE DEL SUO BENEFICIO Qual accento che amor parla speranza.
La fe m'alluma e'l cor m'imparatisa:
Son lo prigion nella terrena stanza.
O fugge dai mio fral l'alma divica; Questo poter' che la mestizia avanza Non e potere uman—mesta ed irrisa La caiunnicaa e turpe oltracotanza In quet' ilri del Ciel pensa e s'afiisa— A tanto merto e poco il canto mio; Da dove vien Charton? Da templi suo Ella ne reca un'immortal disio;

Perche per la pieta del gran Fattore Questo spirto e discoso la mezzo a noi Con mai santi ad insegnarne amore. At her entertainment i kappened to be present. The At her entertainment I happened to be present. The Imperial box was occupied by their Majesties and suite. The Empress locked really charming and was magnificently orcessed. Her Majesty is beloved by all classes of her subjects; her income annually is \$48,000, and nearly the entire of this sum she gives to the poor. The boxes and the entire theatre were filled to overflowing, and over \$5,000 were paid for boxes and chairs. The fair beneficiare received a present of a diamond secking on a slot a crown set with diamonds, which, with other presents, made her benefit equivalent to \$8,000. Macame Caarton received a perfect shower of flowers and wreaths, and boquets made from the rich plures of the most brilliant variety of the birds of Bcazil. After the close of the entertainment some six hundred persons accompanied Madame Charton to her private residence, where they gave her a serenade and display of fireworks, and did not disperse till nearly daylight.

Arraignment of William H. Garland, the

Arraignment of William H. Garland, the Alleged Detaulter.

[From the New Orleans Pleayune, March 6.]

A ramor which prevailed yesterday morning to the effect that Wm. H. Garland, the impeached ex-freasurer of New Orleans, was to be taken before Recorder Brigat for arraignment, brought quite a crowd of the curious around the office. There uppeared, however, to be but little chance of witnessing the solemn ceremony; for the hours were away from 10 o'cleck A. M. till 1 o'clock P. M., and the great expected was not brought icto the magisterial prasence. And so, in disappointment, the crowd grew less and less, till scarce haifs dozen remained. Shortly after the clock streek I, a carriage drove healtly up, between the City Hall and the Recorder's clice, and the ex-freesurer, accompanied by the Chief of Police, stepped out and walked up stairs into the Recorder's piesence.

As he entered the court room, we noticed that his step had lost something of its wonted firmness. His face was pale, and there was a world of meaning—aye, of agony—in the convulsive movements of the muscles around his mouth and eyes. Although he had not been subjected to the pying gaze of an eager crowd, still a consciousness of shame rested, like an incubus, upon him, and his eyelids fell whenever he caught a glance of picing recognition from one he knew, and had known when his hopes were brighter.

The Recorder, after the prisoner had taken his stand in the criminal's cock—the same dock in which vagrants, burglars and murderers have stood—read the first afficavit which had been made against the prisoner by the Chairman of the Finance Committee of the Common Coucit. This affidavit charges that Wm. H. Garland, whise entrusted with the safe keeping and disbursement of the city revenues, did, on divers times, fraudulently and loniously embezz'e and convert to his own use \$25.000 and upwarus of moneys belonging to the city. An altidavit, subsequently deposed to by the same parties, increased the charge to over \$200,000 as the amount amegiated.

The Re

telegraph for Mr. Moise, the Attorney General, who wished to be present.

As to the ball, the Recorder said he had fixed it at 5500,000, that being about twice the amount anegot to have been embezzied. The ball of the other parties—Pillield and McFarlane—was fixed at \$25,000 each.

When he prisoner was about to turn away for the purpose of feirg led back to prison the Readed observed—"Yen will excuse me, Mr. Garland, for travelling so far cut of the record as to express my deep regret at finding yeu in this position. My dutes as a magnitrate, however, must not be influenced by my feelings as a man." Something like a tear gifstene; for a moment in the prisoner's eye when he heard this, and, in turning, he drow his hat down on his brow and walked away is silence.

More RASCALITY.—The Gospel Bunner states that a good deal of excitement has been caused in Augusta, Mo., by the discovery that Alonso Ellis, a butcher and prevision dealer, has been guilty of a series of forgeries which have rarely been surpassed. Its has been carrying on his operations for several months, and has forged the name of his father and those of some of the meat prominent citizens in the place. Ells operations have been with the State, Freeman's and Grante banks of Augusta, the Northern and American of Hallowell, the Water sille banks, and the Camton Bank of China. The write amount of his liabilities, as accertained, is about \$15,600-most of it raised on forged paper. It is expected that he is concealed somewhere in the visinity.

Abuses on City Hallroads.

THE THIRD AVENUE ROAD.—STATEMENT OF THE PRESIDENT OF THE ROAD.

The Committee on Railroads of the Board of Councilmen.—Mr. Van Riper, Charman—met on Foureday, as 3 o'clock P. M., at the chamber of the Board, to hear parties in relation to alleged abuses on the Third Avenue Railroad. There was but a slim attendance present.

Mr. WM. A. DARLING, President of the Third Avenue Railroad, first appeared before the committee. He alluded, in quite a lengthy opening speech, to the general nature of the complaints brought against his road, and charged that the same were in the main frivology and easy to be answered.

The CHARRIAN stated that one of the chief complaints made against the road was overcrowding the cars with passengers.

Mr. Darling said this could not well be avoided. Pas-

made against the road was overcrowding the cars with passengers.

Mr. Darling said this could not well be avoided, Passengers in a hurry would jamp on the cars.

The Chairmax asked if the evil might not be remaded by directing the drivers and conductors not to allow a passenger to get on the car after it was full.

Mr. Darling replied that to enforce not to allow a passenger to get on the car after it was full.

Mr. Darling replied that to enforce this regulation would swamp every rallroad company in the city. The complement of passengers for a single car, all wing only the seats to be occupied, would be twenty-two esca war, making a loss thus of five cents to the road on each trip. It would take five policement to keep passengers off from a car, hawever crowded it might be. As to the matter of crowded cars, the vast majority of those riding, he believed, did not object to ricing on this account. The complain a against the road, on this ground, came from irrespondence parties. It was a fact beyond contradiction that property cwented up twm appreciated the value of the Taird Avenue could and knew perfectly that the road did as well as, under all the circumstances, could be expected.

The Chardman asked if more passengers could not be carried with no increase of horses oy naving langer and narrower cars.

Mr. Darting pronounced this impracticable. The company, he said, had this subject under careful consideration before the cars were constructed. Mr. Darting proceeded at considerable length in expressing the desire and intent of the Third Avenue road it consults not be convenience and whales of those riding over its road. In conclusion, he gave a decal et statement of the number of cars, expenses, receipts, and general management of the road. He state that there were at posent fitty ocrar running on the road, which made an egg ocate of 300 trips oaily. In the ensuing summer there would shortly be put on, some of which will run all the way to Yorkville. It is not on onsideration to run care all night to Yorkville.

and Second Arenue road, whose cars ran over a pirtion of their track.

Mr. Godwin, subsequent to the remarks of Mr. Dacling, presented a petition, to which he said he desired to sait the attention of the committee.

Mr. Darling said the petition was one laid before the previous Board, and he thought could not be entertained by the present committee. Even if it could be, it sore nainly unly the signatures of Irish servant grils who lid not write their own names. The Post office sizes a Yorkville, he said, confessed to him of having witten twenty-live names of parties who existed only in his own imagination.

twenty five names of parties who existed only in his own imagination.

Ar. Godwin contended for the integrity of the petition.

The Chaiman dended that it was not properly before them, and ruled it out.

Air. Godwin followed, with a recitation of various abuses which he insisted parties were obliged to submit to who role over the Third Avenue Ralirua?. Over crowded cars and detention at Sixy-first street, was the burden of complaint entered.

Mr. A. L. Shiffman next appeared before the committies. The detention at Sixty first street was the only fault be had to find with the road. He asked that this be remedied.

had to find what the total died.

Mr. N. Timison appeared last before the committee. He thought the Third Avenue road unjus-ly complained against, and made a lengthy speech in justification of its management.

The committee adjourned to next Wednesday, when it was stated complaints would be heard against the Foursh Avenue road.

SHOCKING ACCIDENT AT CHARLESTOWN, MASS.—
ONE MAN KHLED AND FOUR OTHERS HADLY INTERD.—A
read accident occurred yesterday afternoon, at about 5
o'ctock, in this city, by which one man wai instant;
hilled and a number of others badly injured. It appears
that a gang of Irishmen were employed in digging away a
portion of Bunker Hill, which for some time has best
enclosed by a granite wall, on Wall street. A pertion "i
this wall had been removed, and while the workmen
were engaged in digging away the bank a large lump of
earth loc-ened from its position and caved in upon them.
Their brother workmen immediately set to work to extricate them, in which, after some labor, they succeeded
The fellowing were the injured ones taken out:—Michiel
Morfisery, cead. He resided in Jay street, to which
place his body was taken. Timothy Kirwir, badly isjured, reveral bones broken. He was conveyed to his
residence, Belmont street. Daniel Murphy, had a leg
broken and otherwise badly injured. He was taken to
his residence in Cambridge. Wm. Carroll, very budly
injured. Taken to his residence in Jay stree. Peter
Gaffly, was taken to his residence in Indea a street, neathe corner of Joiner street, in a seriously injured condition. Several others were more or less brutsed, but
were not seriously injured.—Boston Traveller, March 14.

Weekly Report of Deaths

colored pe	rsone, T.
DISI	SHEAT
oplexy 4	Inflammation of heart
throa 1	Inflammation of liver
eding from hungs 1	Indammation of lungs
ain, disease of 8	Inflammation of stomach.
onchitis 9	Inflammation of throat
rned or scalded 5	Inflammation of tomeils
ncer of the hver 1	Inflam marion of womb
ncer of the stomach 1	Jaungice (infantile)
tarrh 1	Kidneys, disease of
sualty, (crushed by	Killed or murdered (by
marth) 1	blow on the head)
sualty (fall) 3	Lues veneres
olera infantum 1	Malformation
mpression of brain-	Matformation of anus
all 1	Maliormation of heart
ngestion of brain 3	Marasmus, adult
ngestion of lungs10	Marasmus, infantise
nsumption	Measles
nvulsions, manule22	Obstruction of the bowel
nvulsions, puerperal 1	Old age
oup 20	Palsy
bility, adult 2	Parturition, difficult
bility, infantile 5	Phlebitis
arrioes 4	Premature birth
оряу 4	Rheumatism
opsy in the chest 1	Rupture of the bowels
opsy in the head 19	Rupture of the heart
opey to the ovaries 1	Serotu's
owned 2	Smallpox
ilepsy 1	Stillborn
yripelas 4	Suffocation
ver, puerperal 4	Suicide
ver, remittent 1	Snicide by arsenic
ver, scarlet	Saicide by catting thrus
ver, typhoid 7	Suitide by stabbing in ab
ver, typhus 3	domen
acture of the spine 1	Teething
eart, disease of 5	Unknown to the jury
ooping cough 2	Varioloid
ysteria 1	Worms
flammation of bowels. 5	Total
fiammation of brain 13	
RECAPITULATION-	DISEASES CLASSED.
man Lintu ke 2	Sullborn and prematur

Bones, joints, &c. 2 Stillborn and premature thrain and nerves 71
Generative organs 8 Stomach, boweis and othe Heart and hlood vessels 10 digestive organs ... Uncertain seat and gene 5 rai fevers ... Skin, &c. and eruptive fevers ... 69 Urinary organs ... Urinary organs ... Total MATIVITIES.

British America 1 Prassis

Engiand 10 Sections Scotland Sweden United States 3: Unknown West Indies

France. 3 Swaden. 1

Germany 23 United States. 322
freland. 65 Unknown. 2
Italy 1 West Indies. 1

Total FUBLIC INSTITUTIONS.

Almsbouse, Hikwill's Isl. 1 N. York Orphan Asylum. 1

City Hespital. 4 Penry Hosp'l, Bik's Isl. 1

Colore i Orphan Asylum. 1 Ward's Isl. Emig't Hosp. 10

Lews' Hospital. 1 Workhouse, Bik's Isl. 3

Lunatic Asylm, Bik's Isl. 1

Total Workhouse, Bik's Isl. 36

WARDS. 36

WARDS. 21

11 36 21 (includes B'vue Hoe'l).
12 (includes B and W 22.
Island Hospitals)...31
Total...GFORGE W. MORFON, City Inspector.
City Inspector's Office, New York, March 15, 1850.

401

FINANCIAL AND COMMERCIAL

MONEY MARKET. SUNDAY, March 16-6 P. M.

The event of the past week in the stock marke was the panic in Nicaragua Transit, caused b the news from Nicaragua that the company's char ter had been annulled, and its property seized and confiscated. The public mind is decidedly against Walker and his abettors in this movement, and he has lost that popularity which his previous acts h created. He has simply been made a tool of by cer tain cliques of stock speculators. As soon as th parties to whom we allude had arranged with Walke the annulment of the Trunsit charter, their confede rates here entered the stock market, and sold the stock of that company short to a very large amount It was with them a sure game, and it worked, doubt less, to their satisfaction. Others put a different con truction upon the matter, and say that the whole ffair was conceived in fraud and carried out upon he same principle. It matters not who these rliques are composed of-it matters not if some of he present management of the Trai sit Company are engaged, as is represented—it does not after the complexion or character of the operation a bit. It is a stockjobbing affair throughout, and the sufferers are stockholders in the Transi

Some months since the San Francisco agent of

the Transit Company employed Walker, at that time an unsuccessful fillibuster, to proceed to Nicaragua with a small force, for the purpose of putting an end, if possible, to the internal difficulties of that country. The Transit Company furnished him all the aid and comfort necessary both to get to the coast and through the interior. Its steamers were at his service and used in his operations. Money was secretly conveyed to him, and under the anspi-ces of the Transit Company Walker established his government in Nicaragua. The company's steamers have been of the greatest service in conveying recruits and munitions of war, on both oceans, to his support, and their steamships have been seriously interrupted in their trips by the suspicions of the United States government that they were connected with Walker. We hold that everything has been done by the Transit Company to sustain Walker in his revolutionary operations. It has run the risk of losing its steamships by siezure on the part of our government, and been at all times liable, upon the slightest suspicion, to detention and expense. It has conveyed passengers, destined to Granada and other places in Nicaragua, at lower rates of passage than usual, and by keeping up a regular communication, aided ma. terially emigration to that country. All this has had no influence upon Walker's personal operations or upon his personal feelings. Indebted entirely to the Transit Company for his present position, we find that as soon as he has acquired a little independent strength, he turns upon the Company which has rendered him such important service and has been prevailed upon by certain parties who have hostile feelings towards its present managers to use his power to crush it. Walker is perhaps more honest n this movement than his advisers. His crime is simply ingratitude; theirs the use of such means to injure innocent parties. We are induced to believe that Walker has been made a tool of ; but when we consider the aid and comfort he has received from the Transit Company it does not speak very well for his sense of honor or common honesty to suffer himself to be used for such a purpose. It has been represented that the present manage-

ment of the Transit Company was opposed to Walker and were about taking steps to crush him-This is so absurd on the face of it as to hardly be worth noticing. Negotiations have for some time past been going on between the Pacific Mail Steamship Company and the Accessory Transit Company, relative to a combination of interests for the more profitable prosecution of the trade and traffic in which they are engaged. It has been proposed that the Pacific Steamship Company run its teamers between San Francisco, San Juan del Sur and Panama, alternate weeks. One week to San Juan del Sur from San Francisco and the other week to Panama from San Francisco. The Transit Company were to confine its operations to this side of the isthmus, running its steamers one week from this port to San Juan del Norte, and the other week to Aspinwall. An effort was made to divide the mail contract on this side, the Transit Company agreeing to carry the mail weekly instead of semi-monthly, at about half the present cost. The only obstacle to the above combination was the unwillingness of the government to divide the mail contract to permit the mail to pass through Nicaragua-and recent events show the wisdom of that determination. Under the present rule, mail matter or treasure is not safe within the limits of Nicaraoua, tor Walker's necessities may induce him to seize upon any property that may be, unfortunately for its owners, with in his jurisdiction. But for this difficulty relative to the mail contract, the two companies above named would by this time have completed all their arrangements for distinct operations conjointly in each ocean. A weekly mail communication would have been kept up between New York and San Francisco, Nicaragua would have the benefit of semimonthly intercourse with ports of the Atlantic and Pacific, the same facilities relative to emigration would have been sustained, and the government of Walker strengthened and consolidated. All these advantages and conveniences Walker throws away to aid a few personal friends in their stock jobbing operations. This active and powerful company he seeks to destroy by giving a new grant to parties who have not the means or the intention of establishing a new through line. He kills the goose that has laid the golden egg, with the hope of raising up a richer monopoly, and in the very grant provides for a transfer, in case of default, to those who may have the means to carry out its objects. Not satisfied with enjoying the Transit Company's property. which would force a settlement of all claims, just or unjust, he goes further, and annuls its charter and attempts by a stroke of the pen to annihilate the millions of dollars which American citizens in good faith have invested in the enterprise. If 134 such acts are encouraged and upheld there is an end to the employment of American capital in foreign works of internal improvement. If there is not some guarantee for its safety, some protection from filibusters and revolutionists, there is an end at once to public confidence, and American enterprise will confine itself to its own territory. Within the past few years several works of internal improvement have been projected in New Granada, Mexico and other neighboring republics, and a large amount of capital invested in them. Great progress has been made in developing the resources of these countries, and all classes have thus far been mutually benefitted; but if our capital is no longer safe, if American in terests are not properly protected, if some usurpers can at any moment annihilate its value, if we are continually liable to confiscations, there is an end to the progress of these countries, and an end to the investment of foreign capital within their limits. Walker has proved himself to be a great enemy to progress in that section of the world. His acts in regard to this Transit Company have done more to keep capital out of Nicaragua than he or his stock jobbing friends dream of. He has injured the credit of the Nicarauguan government more than he has injured the Transit Company, and it will be impossible for

tration has already created. As soon as the stock speculators concerned in this annulment of the Transit Company's charter and condiscation of its property have closed up their old short contracts, and prepared themselves by large purchases on time, buyer's option, for a new phase in the matter, we shall, without doubt, see a speedy settle. ment of existing difficulties. At the proper time overtures will be made to the Transit Company for an adjustment of the points in dispute, and an easy arrangement offered. At the proper time, when the

him, by any future policy, to remove the impression from the minds of moneyed men which his admini-